



OHIO LEGISLATIVE SERVICE COMMISSION

Bill Analysis

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S.B. 6*

132nd General Assembly

(As Reported by Senate Transportation, Commerce, and Workforce)

Sens. Hoagland, LaRose, Obhof, Gardner

BILL SUMMARY

- Formally establishes the ODOT Bridge Partnership Program through which ODOT must work with counties and other local jurisdictions to fund the rehabilitation and reconstruction of structurally deficient bridges.
 - Requires the Director of Transportation to produce a report that includes recommendations for how ODOT can continue to fund the Program through and after the end of FY 2019 using ODOT's current and continued revenue sources.
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CONTENT AND OPERATION

ODOT Bridge Partnership Program

Since 2014, the Ohio Department of Transportation (ODOT) has operated the Ohio Bridge Partnership Program for purposes of repairing structurally deficient county and municipal bridges. The bill formally establishes and codifies the ODOT Bridge Partnership Program, with requirements that are consistent with the current practices of the Program. The bill requires ODOT to work with counties and other local jurisdictions to fund the rehabilitation or reconstruction of selected bridges that are located on county roads or within municipal corporations and are owned by a county or municipal corporation. Under the bill, in order to be eligible for the ODOT Bridge Partnership Program, a bridge must meet all of the following criteria:

- (1) The bridge is not less than 20 feet long;

* This analysis was prepared before the report of the Senate Transportation, Commerce, and Workforce Committee appeared in the Senate Journal. Note that the list of co-sponsors and the legislative history may be incomplete.

(2) The bridge is structurally deficient, meaning that the bridge is safe for use but in need of repair; and

(3) The bridge is currently open and carrying vehicular traffic.

In choosing bridges for the Program, the Director of ODOT must confer with the appropriate county or municipal officials. The Program may include embankments, drainage, and other issues related to a bridge that is chosen.¹

Report

The bill also requires the Director of Transportation to produce a report that includes recommendations for how ODOT can continue to fund the Program through and after the end of FY 2019 using ODOT's current and continued revenue sources. The Director must submit the report within 90 days of the effective date of the bill to the Governor, the President of the Senate, and the Speaker of the House of Representatives.²

Repeal of the bill's provisions

All provisions of the bill are repealed effective July 1, 2019.³

COMMENT

In 2015, the Governor vetoed a provision of Sub. H.B. 53 of the 131st General Assembly (the transportation budget) that would have codified the ODOT Bridge Partnership Program and repealed the Program on July 1, 2019. The Governor also vetoed language that would have required the Director of Transportation to identify money to be used for additional funding of the Program in each fiscal year of the biennium ending June 30, 2017, including not less than \$10 million in addition to the \$120 million that had been previously announced to be used for the Program. In his veto message, the Governor asserted that earmarks unduly limit the flexibility of ODOT to prioritize key projects and that the codification of the Program was unnecessary and redundant because the state has existing funding sources in state law to provide revenue to local governments as well as numerous programs intended to help localities maintain roads. Nonetheless, the Governor instructed ODOT to allocate the additional \$10 million to help with county and municipal bridge projects.

¹ R.C. 5501.491(A) and (B).

² R.C. 5501.491(C).

³ Section 2.



HISTORY

ACTION

DATE

Introduced
Reported, S. Transportation, Commerce, & Workforce

01-31-17

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